The Passing Lane

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The Passing Lane is a publication of the Washington State County Road Administration Board. Unauthorized distribution is strictly forbidden unless accompanied by boisterous praise for the below mentioned staff.

CRAB   CEAL   CRIS   EAGLE PT

🦀 Government at Your Service

How do you deal with issues brought to your attention and meet expectations of the public in a consistent fashion? Handling citizen requests in a uniform and effective manner presents any local government organization with a significant challenge. Certainly automated systems can help and some of you may even have such systems in place. The advent of the World Wide Web gives counties a unique tool to handle citizen requests. A simple web page can be used to collect and process citizen requests in a standardized manner. In fact, the Public Works Department in Des Plaines, Illinois is running such a system. Take a quick look at *http://www.govt.com/ci.desplaines.il.us/* to see a good model of what we are talking about.

CRAB is working on a prototype system code-named "OpenAccess". Our idea is to create a generic citizen request system that provides web-based access for county constituents as well as web-based administration of the same system for county officials. To see this work-in-progress (i.e., not totally functional but still neat), you may visit *http://tech.crab.wa.gov/openaccess/* which will show you the public 'front end' of OpenAccess. To view the private, administration area, go to *http://tech.crab.wa.gov/openaccess/administration/admin.asp?CID=40.*

Once OpenAccess is configured, the public is given the opportunity to submit a request. Say there's a dead animal in the road, a citizen can submit a "Dead Animal" request that is then e-mailed to the appropriate department for action. A database is maintained to track the progress of requests. This database could potentially provide citizens with on-line status reports as well.

Of course, this is all easier said than done. If you set up a web-based citizen request handling system, you have to be prepared to handle the requests. How are you going to identify and handle pranksters or disgruntled citizens that try to flood your system with bogus requests? However, many of the questions this system might raise are not new. The web is just another tool to help us do our jobs and we can use available technology and common sense practices to deal with problems that have always existed. If OpenAccess is something you would like to help develop and test, we would like to hear from you!

✍ Print Screen Pizzazz

I'm sure at one time or another you have wanted to push your print screen key and print out that data entry screen that has the very Roadlog record you want. As you know, when using Microsoft® Windows®, if you push the print screen key, what happens is you've just placed a screen capture into the clipboard and not a darn thing will come out of your printer. Now, you *can* open Microsoft®Word or Excel and "control-V" (paste) in that screen capture, but that's a bit clumsy.

Here's a tip! Use the TCL to select the record you want, for example, Road 68000, from 00.000 to 00.025: SELECT ROADLOG WITH ID ="68000*00000*00025" one row will be selected. Then type: FORM @WINDOWS@ RL.INV(P) You'll be amazed and astounded - what looks like a data entry screen print to your printer! Wow.

🦅 Prosurveyor comes in from the cold

Starting in 1998, all Prosurveyor™ licenses held by Washington counties have the option of coming under CRABs support contract with Eagle Point™. This means that when Civil 97 comes out and Eagle Point Civil Series customers are upgraded, Prosurveyor customers may also get upgraded to Eagle Point's new stand alone system (based on a yet to be determined OEM engine) at no charge. They will also benefit from the toll-free technical support deal and free periodic program upgrades our Civil Series customers enjoy.

Since Prosurveyor licenses may now be interpreted as licenses covered by CRAB's contract, counties may also exercise their option of moving these licenses to a different platform, meaning their equivalent functional modules in Civil 97 configured for use with CAD. The bad news on that would be the need for a CAD system license to run the graphics in Civil 97, as well as the $100 platform change charge specified for this kind of activity. The good news would be the reasonable expected $500 street price for IntelliCAD®, the new Visio® CAD product that Eagle Point will be supporting. Such a combination would make this scenario a neat way to significantly upgrade these stations in terms of power, performance, and functionality at a very fair price. Phone Design Systems Support for more information about the new opportunities for Prosurveyor customers.

🦀 Training Schedule

Call CRAB and sign up today! And... Without further ado, the schedule:

January:

- ➤ 5   Introduction to CRIS
- ➤ 6   CRIS Reporting
- ➤ 7   Reporting Workshop/IMPACT Intro
- ➤ 8-9   Intro to County Pavement Management System
- ➤ 13-16   Eagle Point Fundamentals
- ➤ 26-28   Eagle Point Hydraulics & Hydrology

February:

- ➤ 2   Introduction to CRIS
- ➤ 3   CRIS Reporting
- ➤ 4   Reporting Workshop/IMPACT Intro
- ➤ 5-6   Intro to County Pavement Management System
- ➤ 9-11   Advanced Eagle Point Series
- ➤ 18   Internet Workshop
- ➤ 19   CRIS Bridge Management System
- ➤ 20   CRIS Maintenance Management System
- ➤ 24-27   Eagle Point Fundamentals

March:

- ➤ 2-4   Eagle Point Hydraulics & Hydrology
- ➤ 9   Introduction to CRIS
- ➤ 10   CRIS Reporting
- ➤ 11   Reporting Workshop/IMPACT Intro
- ➤ 12-13   Intro to County Pavement Management System
- ➤ 17-20   Eagle Point Fundamentals
- ➤ 23-25   Advanced Eagle Point Series
- ➤ 27   Internet Workshop

Eagle Point Licensing

Design Systems Support sent out a sublicense update letter to agency managers (county engineers, public works directors, or division heads) for the first time this month. If you are using a copy of Eagle Point but didn't pay for it, then that probably means that you're using a CRAB sublicense. It is our intention that these letters will be sent out once per year to verify that you're on the same page as us as to how many simultaneous Eagle Points you're running. For many, these sublicenses are the only Eagle Points you have. Others may have bought their own licenses by FAX-ing a purchase order through CRAB and paying the resulting bill to Eagle Point. In either event, your ongoing maintenance as a county engineering agency (telephone support, periodic updates) is covered through CRAB's blanket contract.

Please keep these letters on file so you can help us verify the accounting. If you get a letter claiming you have been issued sublicense(s) but have no use for it, please contact us so that we can issue to those in need. By informal survey of interested parties taken at the '97 conference, we have settled on a policy of distributing these sublicenses needing a home to agencies that aren't using Eagle Point yet.

No matter which kind of license or combination you hold, Washington counties DO NOT PAY for software maintenance. That is handled at CRAB. If you get an invoice for an annual support payment, don't pay it! Instead, please phone our marketing representative, Ron Koppes, at Eagle Point so that he can fix the problem. It seems that some counties, expecially those who did business with Eagle Point prior to the CRAB contract, are entered into the wrong area of their accounting database. Ron Koppes can be reached at (800) 678-6565 ext. 320.

In another change, starting with Civil 97, county departments who have Eagle Point licenses or sublicenses will receive a single CD directly from the company to serve as their program update. You can pass these around or place them on a network player that everyone can use to update the program. Remember, the number of licenses is now controlled by the number of authorization codes issued by the company. These authorizations should persist when you perform a program update into the same folder.

Surveyors Camp

The Washington Council of County Surveyors will be organizing their annual training week for technical staff on January 20-23, 1998. Topics covered include survey research and legal issues, breakdowns, GPS scale factors, and John and Jim from CRAB to talk about (and hear about) surveying work using Eagle Point/Prosurveyor and changes expected in the next release (Civil 97). Most who get this estimable issuance will be receiving an informational flyer in the mail at any moment, including instructions for how to sign up. If you can't wait or didn't get a flyer, you should contact Leslee or Tracy at CRAB's main number (360) 753-5989 to find out how to enroll. Also, to find out more about the expected presentations, phone Design Systems Support.
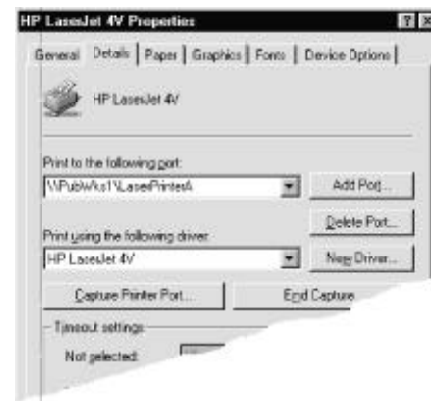
Where oh where did my print go?

Ever select a report off of a menu in CRIS and stand by your printer waiting? Only to have nothing ever print? Most likely the problem is not having your LPT1 routed anywhere. CRIS shunts it's print jobs out the LPT1 port and if you're on a network, there isn't any printer physically connected to that hole on the back of your PC. Here's what to do:

Open the Printer Properties for your favorite printer (the one you generally print all your applications to) and ensure that on the "Details" tab where it says "Print to the following port" you have a valid network queue typed in. In addition, Click on "Capture printer port" and pick device LPT1, and where the path is, be sure the same network queue is typed in as is in the "Print to the following port" dialog, be sure to check the box labeled "Reconnect at logon" and you'll be set. No more printing into thin air.

Advanced Eagle Point Series Class

The Roadcalc project development workshop is being replaced by a more formal presentation lasting 3 calendar days (16 hours) to review dynamic templates and special applications including existing roadway prelevel, overlay, and widening and intersection layout. This will also be a good time to review and take home the supporting lisp programs we've developed at CRAB (as shown at the Design Conference), to help expedite these design activities. You can still bring your own project if you want and we can try and fit it in, especially if your interest falls under one of the above topics. Those with some experience creating and processing Eagle Point Projects and Subprojects, and with using AutoCAD®, will get the most out of this class. Look for this workshop in the class schedule as "Advanced Eagle Point Series".

CEAL 7.2 arrives

The latest version of CEAL® comes on a CD that arrived this week at CRAB. The current version (7.044) has seen a lot of success in Windows, and we're ex-cited about providing the program on a CD and are prepared to send this out to interested counties. Just give us a call at Design Systems Support.

Cross Section Plotting & Eagle Point

The latest Eagle Point update for AutoCAD R13C4a is called 13.2AS-b. You should be running this and if you are, you also need a patch for processing Roadcalc cross section plots. This patch is called RCAWPLOT.ARX for AutoCAD R13 and is available on the web at *ftp://ftp.crab.wa.gov/* in the Design Systems folder. Just copy this into your Eagle Point Program folder. If you are using AutoCAD R14, you should be running EP14 and there is a patch for that as well called RCA4PLOT.ARX. If you can't get to the web, we'll be happy to send it to you. Despite the inconvenience of this patch, we believe this is the version to be running right now and do not hesitate to recommend it. If you need a copy please phone us and we'll mail it out.

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